Effects and Impact of EASA Regulations (Part CC) for Individuals and Operators

Glyn Chadwick — ATO and Training Centre Manager, Thomson Airways

Sarah Skelton — Head of Training, Active Plane Training Ltd

Effects and Impact of EASA Regulations (Part CC) Individuals and Operators

1. Currently there are 19 AOC holders in the UK with required Cabin Crew (over 19 passenger seats). At the present time, only 1 AOC holder accepts the Attestation from another Operator or Training Organisation without re-completion of training.
2. This differs considerably across Europe – many of us here today
3. Some Operator's will only employ Cabin Crew who already hold an Attestation.

Our experience has shown .....

A lack of knowledge regarding the Attestation

Existing cabin crew sometimes do not know about it

Operators find it very time consuming to integrate – gap analysis and changes needed to training programmes

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Pilot	Commercial Pilot Licence
Doctor	Medical Degree and Registration
Nurse	Nursing Degree/Qualification and Registration
Teacher	Degree and Teacher Certificate
Cabin Crew	Attestation

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We have approx 23 Operators represented here today

How many delegates here work for or with Operators that accept the Cabin Crew Attestation fully and therefore concentrate on Type Specific and Operator Conversion Training only?

How many delegates here work for or with an Operator that trains their new entrant cabin crew from the beginning – irrespective of Attestation?

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‘Cabin Crew Attestation holders – a professional and recognised qualification.’

What are the barriers and why is it taking so long to progress?

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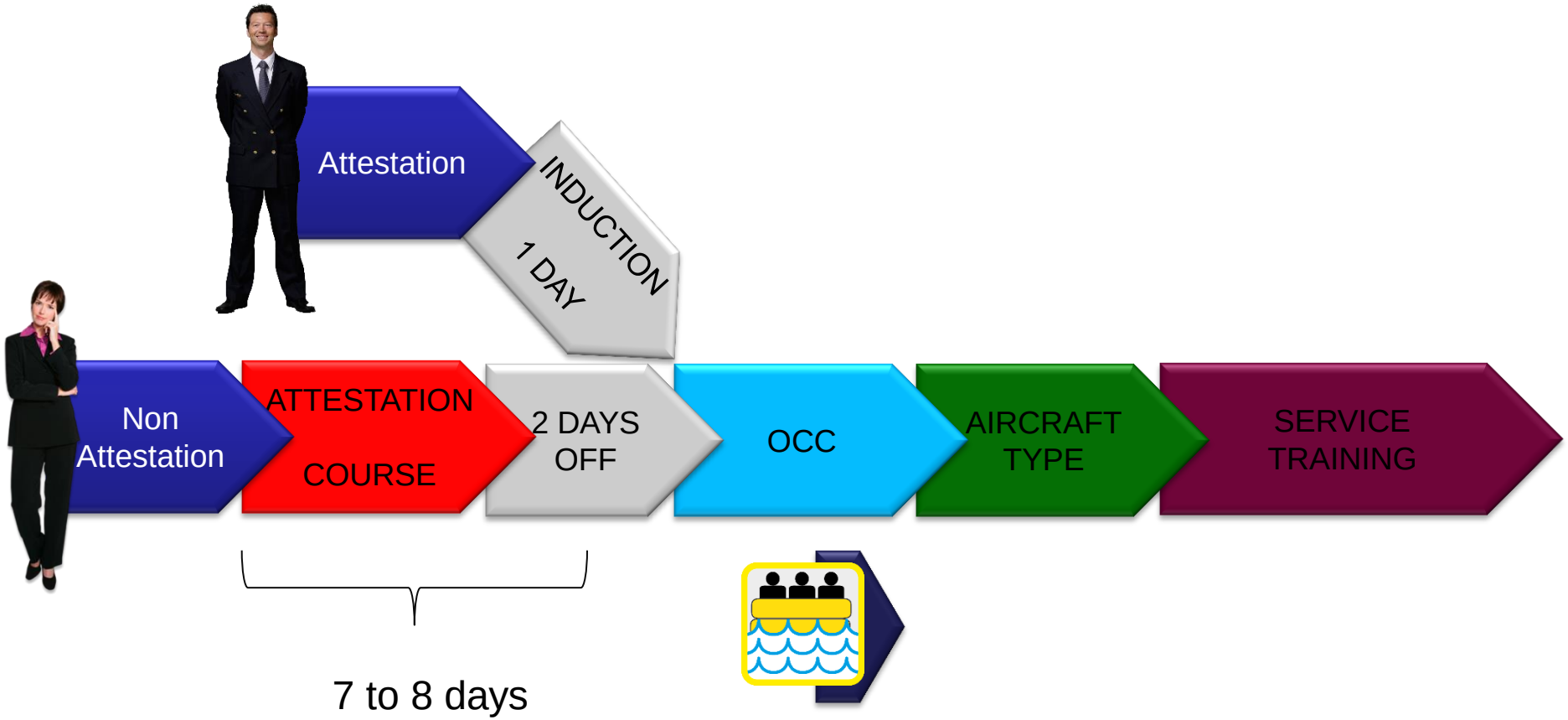
Thomson Airways experience of the Attestation working with:

An Approved Organisation who can deliver initial training and issue the Attestation (CCTO)

Training Internally


Attestation
INDUCTION
1 DAY
Non Attestation
ATTESTATION
COURSE
2 DAYS OFF
OCC
AIRCRAFT TYPE
SERVICE TRAINING
7 to 8 days

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Our vision is to create where,at long last the role of Cabin Crew is recognised as a proper qualification and the Attestation starts a career path for our Cabin Crew of the future. The cost to the Operator is reduced and they can concentrate on type and operator specific training, thus enhancing performance of Cabin Crew.

How do we move the Attestation requirement forwards to ensure that it truly becomes recognised throughout the industry and is seen as a true achievement and professional qualification for our Cabin Crew?

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Thank you for listening!